

HS/806

WES

A SHORT HISTORY OF THE WESTERN AUSTRALIAN GOVERNMENT RAILWAYS

Western Australia was the first portion of the Australian continent to be "discovered", but the last to be opened for settlement. The early Dutch navigators of the East India Company, blown off their course by the gales which sweep periodically across the Indian Ocean, were the first known Europeans to touch the western shores of the continent of Australia. However, they did not go beyond naming some of the prominent features of the seaboard they had discovered. Today, dotted along our coast, the map honours a string of islands, headlands and inlets with names given by the Dutch of that time.

The declining days of 1826 saw the commencement of colonization, when a British settlement made its appearance at Albany on the southern coast, but it was not until the following year that the whole territory - then known as "New Holland" - was taken possession of for the British Crown. A party of settlers from England arrived at Swan River in 1829 and the Colony of Western Australia was formed, with Fremantle named as the Port and Perth, 12 miles inland on the Swan River, the Capital. By the end of 1834 the Colony may be said to have entered upon its permanent existence and commenced to show signs of expansion.

The first railways built in Western Australia were two privately-owned timber lines. One, built in 1871 extended from Lockville, a few miles north of Busselton, into the adjacent karri forests. The first steam locomotive in Western Australia was used on this line and the relic is on public view at Busselton; it was built in Ballarat, Victoria. The other line was in operation in 1872 from Rockingham, (some 18 miles south of Fremantle) to Jarrahdale, on Cooralong Brook. A timber mill still operates there, but the line from Rockingham to Mundijong is non-existent.

The first Government railway in the State was built mainly to assist the lead and copper mining industry. This 3' 6" gauge line was constructed from Geraldton (approximately 300

miles north of Perth) to Northampton, 33 miles 25 chains, and the rails were of wrought iron weighing 35 lbs. per yard. Many difficulties were encountered, including alteration of gauge from 3' 0" to 3' 6", and although the first sod was turned by Governor Weld on 22nd October, 1874, it was not until 26th July, 1879, that the line was finally opened for traffic. This line was extended to Ajana and this section opened on the 6th January, 1913.

The second Government line was constructed from Fremantle through Perth to Guildford - a distance of 20 miles - and opened for traffic on 1st March, 1881, forming the first section of the present Eastern Railway. A 21 mile extension of the line to Chidlow's Well, via Mahogany Creek, was duly completed and opened on 11th March 1884. On 29th June, 1885, the line was again extended a further 49 miles making the line through Spencer's Brook to York, so providing a rail link between the agriculturally rich Avon Valley, (through which flows the Avon River), on the eastern side of the Darling Range and the coast.

A feverish desire for expansion of the railway seems to have possessed the little community about this time, and the following small lines found their way on to the railway map:

Bayswater-Belmont	1st January 1885	2 miles
York-Beverley	5th August 1886	21 "
Spencer's Brook-Northam	October 1886	5 "
Geraldton-Walkaway	1st July 1887	19 "
Clackline-Toodyay	3rd January 1888	14 "

The first of the proposals for building private railways under the "land grant system" was put forward in 1882. This provided for the building of a line from the southern sea port of Albany northwards to Beverley (243 miles) in return for a grant of 10,000,000 acres of land. The proposal did not find favour and the offer was declined. However, the offer of a London syndicate was accepted in 1884 on a basis of a grant of 12,000 acres of land for every mile of railway built. The line opened between Albany and Beverley on 1st June 1889. This railway was worked by the Great Southern Land Company for some years, then taken over by the Government on 1st December 1896, for the sum of £1,100,000. It is now known as the Great Southern Railway.

While the construction of the line from Albany to Beverley was in progress, another agreement was signed with one John Waddington for the construction of a line between Midland Junction and Walkaway, a distance of 277 miles, and connecting at each point with Government lines. The agreement was based on that governing the construction of the Great Southern line grant of 12,000 acres per mile of railway. Lack of capital for the enterprise caused a serious interruption in the work of construction. Eventually the Midland Railway Company was floated in London to take over the concession and the railway opened for traffic on the 24th November, 1894. The company so formed still owns and operates this concession.

At that time Western Australia was in the throes of startling gold discoveries. Southern Cross, 240 miles east of Perth, had been located by Risely and Toomey in 1887; Coolgardie about 350 miles east of Perth, had been discovered by Bayley and Ford in 1892, to be followed and eclipsed by Paddy Hannan's find 25 miles further east the following year, which culminated in the mines at Kalgoorlie and Boulder - the world famous "Golden Mile". In the northern Murchison district, eastward of Geraldton, less sensational but extremely rich finds were being reported, and thousands of people attracted to the State by the discoveries were raising an increasing cry for transportation. To meet this urgent demand, a comprehensive programme of railway construction was drawn up by the Government, catering for the new gold mining centres to the north and east; and for the expanding agricultural and timber interests in the south.

The Eastern Goldfields railway system was commenced by the construction of the line from Northam to Southern Cross, a distance of 170 miles, opened in 1894. Heavy traffic to the Goldfields necessitated better grades over the Darling Range and on 1st July, 1896, the main eastern line was deviated from the Mahogany Creek route to run from Bellevue to Mount Helena, and the Swan View tunnel cut to accommodate it. On 1st January, 1897, communication was established with Kalgoorlie, 380 miles inland. The line was extended to Menzies and opened by the Governor on the 22nd March 1898. It was operated by the contractors until the Government took control of the line on the 13th February, 1899. An extension was opened to Laverton on the 1st February, 1905, a distance of just over

600 miles from the port of Fremantle. Similarly, the call for railway facilities for the Murchison Goldfields was met by the construction of a line from Narngulu (near Geraldton) to Mullewa in 1894 and extended in 1898 to Cue. In 1903 the railway was pushed on as far as Nannine; in 1910 to Meekatharra, also from Mount Magnet to Sandstone. In this way between the years 1894 and 1899, over 1,000 miles of Government Railway were added. In 1932 Wiluna, following re-opening of the mines there, 709 miles from Perth, became the outpost of the northern system.

With the sensational doings of the goldfields occupying the public mind so intently, other phases of the economic life of the country received little notice, until indications appeared that a decline in gold mining was likely to set in. More attention was then given to the development of agricultural and pastoral industries with such striking results that, by the end of 1909, light agricultural railways were reaching out in all directions in the Eastern, Southern and South Western districts.

On the 12th March 1891 a line was opened from Bunbury through a rich agricultural district to Boyanup. The inconveniences of this isolated line were soon apparent and agitation gave rise to the opening of the 110 miles of connecting line in two sections. East Perth to Pinjarra on 2nd May 1893 and from Pinjarra to Picton Junction on the 22nd August.

The settlement and production of the South West increased and to keep pace the original Bunbury-Boyanup line was extended to Donnybrook on the 16th November 1893 and to Busselton on the 26th December 1895. The extension from Donnybrook to the old established agricultural town of Bridgetown was made on 1st November 1898.

This policy of settlement and building lines of communication went on apace until 1914, when 3,332 miles of Government-operated railway were open for traffic. Since that time 1,000 miles of track have been added. Apart from the track laid down to serve agricultural and timber interests, the only notable exceptions were - an isolated line 34 miles long, on the South Coast from Hopetoun to Ravensthorpe, for mining purposes; one of 114 miles between Port Hedland and Marble Bar,



about 1,000 miles north of Perth, catering for the mining and pastoral communities in that area, and one of 125 miles connecting the Port of Esperance with Norseman, on the Eastern Goldfields. Of the lines mentioned, the Hopetoun to Ravensthorpe was closed on the 1st January 1936, the Mount Magnet to Sandstone on the 1st June 1949, the Port Hedland to Marble Bar on the 31st October 1951 and the Cue to Big Bell on the 31st December 1955.

The area of Western Australia approximates 976,000 square miles, and, to develop such a huge area 4,111 route miles of 3'6" gauge railway, controlled by the Government, were open for traffic at the 30th June, 1955, employing more than 13,000 persons. In addition, the Midland Railway Company operates 277 miles, while the Commonwealth Railway Company control 452 miles of 4' 8½" gauge line within the bounds of the State, forming portion of the Interstate link between Western and Eastern Australia opened in October 1917. The population of the State 658,538 equalling 160 persons for every mile of track - a low figure indeed.

Since the first line was opened, approximately 800 million passengers have been carried on the System, and the Department claims that of this number not one paying passenger has suffered fatal injury as result of accident. The record is one of which the Service might reasonably be proud, particularly when it is remembered that on most country lines for reasons of economy, passenger traffic is handled in conjunction with other business. Since 1947 the Department has also operated an extensive motor bus service.

Proposals for the introduction of the 4' 8½" standard gauge have been put forward at various times in recent years, but no definite conclusion has been arrived at up to date.

4' 8½" was adopted as the standard gauge for Australia in 1846, however, in 1850 an Irish engineer of the Sydney Railroad and Tramway Co., recommended the adoption of the 5' 3" gauge and this was made compulsory by an Act in 1852. Victoria and South Australia were advised accordingly. The Sydney Railroad and Tramway Co., changed its engineer in 1852 and the newcomer, an adherent of the 4' 8½" gauge, persuaded the company to repeal the 1852 Act and replace it with one making

4' 8½" compulsory in N.S.W. This was accomplished without reference to Victoria and South Australia, who, having placed large orders for rolling stock for the 5' 3" gauge, decided to persevere with this gauge. In South Australia 5' 3" gauge was used for the portion of the network linking Victoria and for reasons of economy 3' 6" gauge was adopted for its other lines. Queensland, Western Australia and Tasmania laid 3' 6" gauge because of limited financial resources.

Great improvements in passenger travel-comfort have been made which are comparable with other Australian Railways. In November 1947, the "Australind" day-light express between Perth and Bunbury was inaugurated. This comprises a train of two 1st Class and four 2nd Class saloon cars with inter-communication throughout. Seating accommodation provides for 75 1st Class and 207 2nd Class passengers and seat reservation is compulsory. It is the fastest 3' 6" gauge train in Australia, running 115 miles in 3½ hours with two stops only. Fluorescent electric lighting was introduced to Australian Railways on this train and passengers are served en route with light refreshments from a buffet car.

The Western Australian portion of the Interstate rail passenger service is between Perth and Kalgoorlie, 380 miles. The "Westland" express comprises three 1st Class and three 2nd Class intercommunicating sleeper cars, with lounge and dining cars, baggage, mail and brake vans. The 1st Class cars have eight 2 berth cabins, conductor's cabin and shower bath, constant hot and cold running water at cabin wash basins and bath. Hot shower baths were introduced to Australian Railways on the "Westland" and are greatly appreciated by travellers after a journey across the Nullarbor Plain. The 2nd Class sleeper cars have six 4 berth cabins with the usual toilet facilities, the beds being equipped with linen of 1st Class standard. Western Australia is the only State Railway System in Australia to provide fully equipped 2nd Class sleeper berths.

All the coaches for the trains mentioned were designed and built in the Department's Workshops at Midland Junction. They are externally painted in the new colour scheme of larch green, stone roof and adorned with the departmental

crest plaque - a black swan on a gold shield on a green ground within a gold circle.

On the 28th November 1954 "X" class Diesel electric locomotives were placed in regular service on the "Westland" and Kalgoorlie expresses resulting in greatly accelerated timetables. Their use was further extended on July 3rd 1955 to the Albany, Wiluna and Mullewa expresses with consequent reductions in travelling time. From the same date all passenger and goods trains north of Northam were diesel powered. From the 28th November, 1954 the Metropolitan passenger service was also modernised with 18 ADG diesel mechanical railcars, providing faster and more frequent schedules and enabling a 20 minute service on most sections to operate during off peak periods, with additional trains in peak periods. Seven new stopping places were established at convenient localities and a chit ticket system inaugurated to facilitate fare collection from the greatly increased patronage.

Besides the 18 ADG diesel mechanical railcars used on the Suburban Service, 4 ADH diesel mechanical railcars providing combined passenger and freighter transport have been brought into operation on branch lines.

Other diesel stock includes 6 diesel-electric 40 seat railcars of the "Governor" Class, each with 36 seat trailer cars. These are named Stirling, Hutt, Weld, Hampton, Lawley and Bedford, after former Governors of the State. The first diesel-electric railcars on the Australian Railways they were introduced in 1937, and operated on fast daylight runs between Perth and country districts to points as far as Albany. These one class railcars proved to be extremely popular with country dwellers.

In the post-war rehabilitation scheme six 3 unit diesel electric trains, comprising a combined power and baggage car, with two 64 seat one class trailer cars, were designed and constructed. They are in operation on fast long distance daylight runs between Perth and country centres, releasing the older diesel-electric railcars for service in the more remote "out back" areas, such as from Kalgoorlie to Leonora; Laverton and Esperance. The new trains are known as the "Wildflower"

Class, named after Western Australian wildflowers, Boronia, Crowea, Hovea, Leschenaultia, Grevillea, Banksia.

The first train, "Boronia" was placed in service on 29th August, 1949. Natural colour photographs of the various flowers are incorporated in the interior decorations. Each car is provided with hot and cold water at toilets, refrigerated drinking water and fluorescent lighting.

18 "Y" Class diesel electric locomotives for shunting and branch line services and 3 "Z" Class diesel mechanical locomotives for jetty shunting duties have been placed in commission in recent years.

The Railway Road Service (motor 'bus) was inaugurated in November, 1941, connecting Perth with Kojonup in the Great Southern District, (on the cross-country Donnybrook-Katanning line) 159 miles via Boddington and Williams. This route was extended to Cranbrook, 201 miles on the Great Southern Railway, in December, 1946, and to Albany, 255 miles, and Walpole, 82 miles from Albany via "The Valley of the Giants" in September, 1949. Following upon proposals made in 1944 for post-war regeneration, the Railway Road Service was enlarged and commenced operations in the South West district in November 1947, between Bunbury and Yallingup Caves near Cape Naturaliste. As 'buses became available, this service was extended to cover the whole of the picturesque South Western District; passenger and "mixed" trains were eliminated and the 'bus service has since provided fast passenger services with pronounced success.

Development of the road service has been rapid and now operates over 2,600 route miles throughout the southern half of the State. The longest run is between Perth and Hopetoun on the southern coast, a distance of 364 miles, and believed to be the longest service of this kind in Australia. A novel feature is the "freighter-passenger" 'bus, designed by the Department's automotive engineer, to carry 20 passengers and 3½ tons of goods in remote and sparsely settled areas.

Prior to July 1st, 1949, Administration was vested in a Commissioner of Railways. On that date, a Railways Commission of three (Commissioner of Railways with two Assistant Commissioners) under the Minister for Transport, was brought into operation.



The Railway System is divided into 6 "Districts", namely Metorpolitan, Eastern, Eastern Goldfields, Great Southern, South Western and Northern.

Built in 1904, the Department's Workshops are situated at Midland Junction - 10 miles east of Perth, where upwards of 3,000 persons are employed. The shops occupy an area of 167 acres, of which approximately 22 are under cover, with 22 miles of railway sidings and lines of way. Here, everything mechanical appertaining to Railways can be and is constructed - from locomotives to split pins - in addition to repairs of all descriptions, from weighbridges to watches.

Modern machinery of all descriptions necessary to the manufacture and repair of everything a railway needs is to be found here; including a 1,000 ton hydraulic press for the Boiler Shop - one of the largest presses in Australia. Wherever possible, each machine has its own electric motor, thereby avoiding the use of much overhead shafting and many driving belts. Walls, beams, machines, pipes, etc. are painted with different colours, removing the drab appearance usually associated with such Workshops, and rendering them more pleasant to work in. A large canteen - including kitchen, dining room and shop, - is located at Workshops, and each day you may see 300 or more hot mid-day meals served in the dining room in 5 minutes. About 4,000 cups of morning and afternoon tea are conveyed on trolleys to vantage points in the Shops every day and sold to workmen on the job. Many apprentices have been taught their various trades in the Railway Workshops and the final certificate of competency is accepted everywhere. The motto of the Government Railways Workshops is "If it's made at Midland, it's good" - and the Professional and Trades groups maintain it.

The Railway Stores are situated at Midland Junction and stores on hand at any time have an approximate value of £1,000,000 with an annual "turnover" of six times that sum. The Department also operates its own saw mills at Banksiadale, 4½ miles from Dwellingup, on the Pinjarra-Narrogin Branch Line. The mill produces upwards of 8½ million super feet of sawn timber annually, which is used for all purposes, from houses, sleepers and wagons to furniture and fine polished panelling.

The Chief Civil Engineer's Offices with electrical, signalling, interlocking and general workshops, are situated at Perth.

The Department operates the Refreshment Rooms (with a few exceptions) throughout the System; also dining and buffet cars on trains. Dining cars were first introduced to these Railways in 1904, on the Eastern Goldfields line and have operated continuously since that date.

The Railway Institute headquarters are at Perth, with branches at all principal depots. Membership exceeds 3,000. All Railway educational classes are conducted under the supervision of the Institute. Reading rooms, billiard rooms and concert halls are maintained in addition to technical and general library containing over 60,000 volumes. A 50 page illustrated magazine is produced monthly.

The safeworking system generally is based on the British Board of Trade Railway Regulations. Various methods are used according to density of traffic, and whether single or double track. The methods include Sykes' lock and block; three position block; 2 position block; 3 position upper-quadrant electric automatic (all on double line), with Centralized Traffic Control and remote control with automatic colour light signals, "electric-staff" and "staff and ticket" (on single lines). The highest signal post on the system is the "Up Distant" at North Fremantle, being 61' 9" from ground level to tip of the finial. "Train-control" operates between Fremantle and Northam and Perth and Bunbury, under the control of an officer at Perth Central Station. There has been no electrification of railways in Western Australia. "Centralized Traffic Control" system of train working is being installed on the South Western Main line, between Armadale and Brunswick Junction, 80 miles.

There is only one tunnel. It is 1,115 feet long, on a 1 in 50 falling grade on the "up" eastern main, situated near Swan View and in the Darling Range, 14 $\frac{3}{4}$  miles from Perth. A 1-mile deviation was constructed in 1945, to by-pass the tunnel on the "down" main. In the largest cutting, 20 chains long with walls up to 40 feet deep, the deviation has a feature unique in Australian Railways. This consists of a 16 strand low-tension electric "safety fence" or "Slide detector" on each wall. The breaking of a wire places the controlling signal at danger and also warns the Signaller at Swan View.

Under the rails are more than 10 million Western Australian hardwood sleepers - jarrah, wandoo, etc. These are 7 feet long by 9 inches wide and 4½" thick; each weighs approximately 1 cwt. and has a normal life of approximately 25 years. The rails are up to 40 feet in length and vary in weight from 45 lbs. per yard to 80 lbs. per yard. They are held to the sleepers throughout the System by about 41 million iron dog spikes.

Rails welded into lengths of 270 feet are being laid in various sections of the main line. The rails are welded at the Flash-butt welding depot at Midland Junction and transported to the site.

There are approximately 1,000 bridges. The longest is across the Swan River near East Perth and carries the South West main line; length 1,331 feet 6 inches, single track.

The highest point on the System is near Paroo on the Northern line, between Meekatharra and Wiluna, at mileage 395 miles 60 chains from Geraldton. Altitude above sea level 2,139 feet. The highest station is Paroo, 403 miles from Geraldton, altitude 1,916 feet above sea level. The lowest station is Bunbury (South West district) 3 feet above sea level.

The longest station platform is at Kalgoorlie, extending 1,665 feet in a straight line, exclusive of end ramps.

The foundation stone for Perth Central Station was laid on the 10th May 1880. Platforms now total 7, including 2 docks and one island platform, all of which are under shelter, the longest being 1,198 feet.

Coal and oil fuels are used for firing locomotives. Coal is obtained mainly from Collie, 125 miles south of Perth and approximately 350,000 tons are used annually. Smaller quantities of coal are obtained from New South Wales.

Prior to the use of Diesel Motive Power, the Railways consumed approximately 700 million gallons of water each year. The Department has 110 dams, many of which are roofed, with storage capacity approximating 660 million gallons and a sea water condensation plant at Geraldton. Additional water is supplied from Government water supply mains.

Communication between stations and offices is by means of telegraph and telephone. There are upwards of 18,000 miles of telegraph and telephone wire used in the System, strung on 84,000 poles.

P.A.X. automatic inter-office telephone system links Perth Offices and a Telephone carrier circuit operates from Perth to Bunbury, Northam, Merredin and Kalgoorlie and between Northam and Geraldton. Automatic telephone systems operate at Northam and Collie. A telephonic "call storage" system is in use in the Interstate Booking Office at Perth. An automatic telephone network consisting of 3 exchanges to be located at Fremantle, Perth and Midland Junction is to be installed in the near future.

The maximum authorised speed on any section is 45 mph the fastest narrow gauge speed in Australia.

The Department's rolling stock includes 423 locomotives, 413 passenger vehicles, 221 brakevans and 13,423 goods vehicles, equal to 15,840 four-wheeled wagons. All new wagons have been built on standard underframes - single wagons 18' 0" over headstocks, and bogies 42' 0" over headstocks, also some 36' 0" over headstocks with all undercarriage gear interchangeable.

Specially equipped vans employed by the Department include - sight and colour testing, track test car, locomotive instruction, weighbridge testing, breakdown and oxywelding and a special van fitted with a strong safe for the conveyance of smelted gold from the mines. A "blood transfusion" van was constructed for the Red Cross and placed in operation early in 1949; it is the only railway van of its kind in the world at present, but other countries are inquiring. All have accommodation for staff.

As the railways have grown with the years, naturally the amount of work performed, together with earnings and expenses, has increased considerably, particularly in recent years. In 1879, the heaviest of the few locomotives weighed 30 tons, 4 wheeled wagons held about 5 tons and the carriages were very small 4 wheeled vehicles with 3 passenger compartments - the centre one 1st Class and the other 2nd Class. Today, the

heaviest locomotive, "V" Class, weighs 134 tons 19 cwt. ready for the road. This locomotive has roller bearings on all carrying axles and return crank arms. The highest capacity wagon for general traffic (RBW) carries a load of 27½ tons, but a special 16 wheel wagon ('QX') occasionally used for extraordinary loads will carry 83 tons, and the "T" suburban coach seats 90 passengers. The latest type 4 wheel side tipping wagon ('GH', 50 of which have roller bearing on axles) carries over 19 tons and the 'GF' type, end and side tippler, carries over 18 tons.

Available records show that in 1879, the total number of passengers carried was 1,037; goods and livestock 1,651 tons, earnings £1,608, working expenses £2,335, but there is no trace of train miles until 1881 when the records show 67,640 miles for that year. Gradually the traffic grew up to the year 1894 and then rapidly increased with the expansion due to the discovery of gold. The passenger record was reached in 1914, when 19,208,420 persons travelled. The record haulage of paying goods and livestock occurred in 1928 when 3,697,648 tons were carried. In 1955 the record of 8,201,954 train miles was run, or equal to 327 times around the Earth at the Equator, and the record of 556,504,766 "Ton Miles" was also carried in that year.

The Western Australian Government Railways played an important part in Australian operations during World War II, by the conveyance of men, arms and materials. Large quantities of material for our Armed Forces were produced at the Workshops, including nearly 1½ million 25 pdr. shells, much naval machinery and many precision gauges for cartridge manufacture, valued in all at close upon £2,000,000. Many railwaymen joined the Armed Forces. The largest number away at any one period was 1,500 or about one sixth of the total staff at that time, in 1943. Many were decorated and, unfortunately, too many paid the supreme sacrifice.

It may be said that "the most useful car in Australia is the railway freight car." Upon it is based the whole national marketing system and in it is carried virtually everything we eat, wear or use. By its use the producer and consumer are brought together and the widest choice is given to both in what they have to sell or buy. The Railway Department provides



steady employment for many thousands of professional men, technicians and unskilled labour, as well as providing employment for many thousands more in the supply of materials in every shape and form, and upon them to a very great extent has depended the development of the State.

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## WESTERN AUSTRALIAN GOVERNMENT RAILWAYS COMMISSION.

## LOCOMOTIVES.

CLASS.	NUMBERS.	MAKER'S NAME.	TYPE.	WHEEL ARRANGEM.	TONS.	SERVICE.
A	10,11,15,21.	B.Peacock & Co.	Mogul.	2-6-0	30-35	Shunting
	31.	Dubs & Co.	"	"	35.	"
B	13,14.	Dubs & Co.	10 wheel Tank	4-6-0	35.	"
	180-185.	Kitson & Co.	"	"	"	"
PETROL.	Shunter 4.	Barclay & Co.	"	0-4-0	8.	"
G	46.	B.Peacock & Co.	Mogul.	2-6-0	42.	M.G.&S.
	43,52,54,112,					
	156,233.	Martin & Co.	"	"	"	"
	55,61,67.	Neilson & Co.	"	"	"	"
	107,108,114-124.	Dubs & Co.	10 wheel Tank	4-6-0	44.	"
N	1,25,263.	Nasmyth Wilson.	Sub.Tank	4-4-4	49.	Sub P.&G.
	70,73.	Neilson & Co.	"	"	"	"
	197,198,200-206.	Stephenson & Co.	"	"	"	"
	76,77,78,85,95.	W.A.G.R.	"	"	"	"
O	74,80-99,209-216.	Neilson & Co.	Consolidation.	2-8-0	63.	M.G.& S.
	217,218,220-225.	Dubs & Co.	"	"	"	"
OA	24,171,172,175-179,					
	219.	W.A.G.R.	"	"	65.	"
C	266.	Baldwin Loco. Works.	Pacific	4-6-2	71.	M.& G.
MS	429.	B.Peacock & Co.	Garratt Artic.	2-6-0	70.	Heavy G.
MSA	491-500.	W.A.G.R.	"	0-6-2	74.	"
K	34,37,40,102,103.	Neilson & Co.	Berkshire Tank.	2-8-4	53.	Goods.
	105,106,188,190					
	193,194 195.					
CS	264,269,270,271	Baldwin Loco. Works.	Pacific	4-6-2	71.	M.& G.
	275.					
	431-440.	W.A.G.R.	"	"	"	"
DS	368-385.	Nth.British Co.	Baltic Tank.	4-6-4	70.	P.M.& G.
DS	298-304	Nasmyth Wilson.	Pacific.	4-6-2	85.	"
	308-334	Vulcan Foundry.	"	"	"	"
	336-351.	Nth.British Co.	"	"	"	"
FS	276,282-290,					
	424-427.	Dubs & Co.	12 Wheel	4-8-0	86.	Heavy G.
	356-365,399.	Nth.British Co.	"	"	"	"
	411-423,441-463.	"	"	"	"	"
I	471-490.	W.A.G.R.	Pacific.	4-6-2	78.	P.M.& G.
P	511-517.	W.A.G.R.	Pacific.	4-6-2	97.	"
	501-510.	Nth.British Co.	"	"	102.	"
PR.	521-538.	W.A.G.R.	"	"	103.	"
S	541-550.	W.A.G.R.	Mountain.	4-8-2	119.	M. & G.
A.S.G.	55-59,65.	Clyde Eng.Wks.	Aust.Stand.	4-8-2	116	Heavy G.
	20,44,45.	S.A. Rlys.	Garratt.	2-8-4	"	"
	28,46,47.	W.A.G.R.	"	"	"	"
D.M	581-588.	W.A.G.R.	Baltic Tank.	4-6-4.	72.	P.M.& G.
D.D.	591-600.	W.A.G.R.	"	4-6-4.	73.	"
U	651-664.	Nth.British Co.	Pacific.	4-6-2.	108.	"
P.H.	701-714,716-719,	"	"	4-6-2	109.	"
	733.	"	"	"	"	"
P.M.R.	715,720-735.	"	"	4-6-2	109.	"
W.	901-960.	B.Peacock & Co.	Mountain.	4-8-2	101.	"
X.	1001-1048.	Metro Vickers.	Diesel-Elec.	2-D0-2	77.	"
Y.	1101-1118.	Br.TH.Houston.	"	BO-BO	39.	M.G.& S.
Z.	1151-1153.	Drewry Car Co.	" Mech.	0-6-0	15.	Shunting.
- WITHDRAWN FROM SERVICE -						
R.		Dubs & Co.	Atlantic	4-4-2	57.	P. & M.
T.		Kitson & Co.	American.	4-4-0	50.	P.
H.		Neilson & Co.	6 Wheel Switcher	0-6-0	14.	Shunting.
Q.		Barclay & Son.	10 Wheeler.	4-6-0	60.	"
D.		Nth.British Co.	Baltic Tank.	4-6-4	69.	P.M.& G.
M.		B.Peacock & Co.	Garratt Artic.	2-6-0	69	Heavy G.
				0-6-2.		

/ Oil Burner.

30th November, 1954.